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CENTRAL

No. 15,682.

號五月八年三十一百九千一英

HONGKONG, TUESDAY, AUGUST 5, 1913.

星島大報 中華民國二年八月五日

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SOLE AGENTS:

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Hongkong, January 3, 1913.

THE POETRY OF TOOLS.

Page's Weekly recently was rash enough
while publishing some verses on an en-
gineering subject to sneer at its quality,
and to express the opinion that no good
poetry could come out of machine tools.

Whereupon the indignant versifier replied
as follows:—

Quite lately you published some verses

of mine,

With some jokes at the poet's expense;

So I've just been inspired by the Goddess

divine,

To indite these few lines in defence.

My rhymes may be faulty, my verses all

rhyme,

And my rhythm you may not admire—

It's a circumstance lack of skill, but it's cer-

tainly not

Lack of subjects the flame to inspire.

For who has not noted the jovial song

That the hard-working wood-planer

hums,

As it sends the white shavings all spin-

ning along

Like dead leaves when the stark

winter comes?

Or can one imagine more soul-searching

subjects?

From a sea bird that's tossed in a gale,

Than the yell that is heard when a

power saw

Its mind to a well-hidden nail?

What poet unmoved marks the flight of

a crane?

Or could listen without quick discern-

ing

To the chuckling laugh of the high

speeded plane

To a swift to its work returning?

Or hear without reaping the ga-

ing

Or the cry of a shaft that waits ciling,

Or the "song" that the manager makes

of a job

That some careless young fitter's been

spoiling?

And so on and on. Why, a man's spoils

for choice,

Such abundance of themes can be

found.

Don't slack belts, clap their hands at the

reamer's sweet voice,

And dull out its run chattering round!

But I'll finish my song, and, in short,

state my case:

To a soul that can look underneath

There is beauty and a gem in a well-

motivated face

Or a job that's just cutting his teeth!

KEEP IT HANDY.

IMMEDIATE relief is necessary in

cases of diarrhoea, Cholera, Dysentery,

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Caldo's should always be on hand. For sale by

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ITEM II.—MILKMAID EVAPORATED CREAM

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Hongkong, June 12, 1913.

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highest grade of nutritive cocoa at present on
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Medical Magazine, March, 1912

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Pumps empty Dock in 2 3/4 hours.

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Hongkong, August 12, 1908.

Hongkong, April 1, 1912

Hongkong, April 11, 1912.

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82A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 30, 1913.

LATEST NEWS FROM
CANTON.EX-GOVERNOR AND
EX-VICE-ROY DISAPPEAR.PIRATE CHIEF'S
INTENTIONS.Interesting Facts about Wong
Wo Shang, Pirate Chief.

(From Our Special Representative.)

PIRATES TO ASSIST PRESIDENT YUAN.

CANTON, August 4.

The old Pirate Chief, Wong Wo Shang, who is at the present in Peking, sitting as Military-Advisor to Yuan Shih Kai regarding military affairs in South China has through his representatives here in Canton been busy recruiting his old forces and at the present time they have assembled 5,000 men at Suikwan fully armed and with 1,000 rounds per man, under the leadership of Tsung Chi Hing, and near Shek Lung, Kwan Yam Poo has 1,100 men fully armed and near San Shui, Lei Fong has 1,200 men fully armed, and Young Man Poo who is up the West River, has 800 more with rifles, but with a small quantity of ammunition.

One of the Po On Steamship Co.'s boats that was taken by Leung Chi Kwong, is now en route to Wuchow for additional ammunition for Yuan.

These pirates are under strict orders that there must not be any looting or disturbances in the districts in their charge under the threat that death will be the punishment for any trouble and they are promised as a reward that they shall be appointed as the army to protect the districts that they have been pirating since last few years.

Chan Kwong Ming sent 500 men up the Three Provinces Railway to-day arrived with quick firing guns, and the Railway company have sent the men were bound for Sam Shui to reinforce the present troops.

FLIGHT OF CHAN KWONG MING.

The situation in Canton remained unchanged yesterday, as far as outward appearances were concerned, until the reports got abroad that the Tuhats had unexpectedly left the Yamen and fled, apparently to Hongkong, though of that our correspondent could obtain no definite knowledge.

The main point is, however, that he has gone, and in consequence the Chinese are more upset than ever feeling that there is nothing left for them to do but to turn over on their backs, whipped up by fashion, to the invaders from the North, and to make the best terms that they can. Your correspondent had an interview yesterday with a Chinese official, who for "political" reasons, wishes his name to be withheld, who said, after reading the account of Cantonese affairs in the "China Mail" of Saturday: "Yes, you are quite right about Sun Yat Sen having been forbidden to land in Hongkong, and this is not to be wondered at! Sun is nothing but a man who has great possibilities in China but who has done nothing but talk about them. What China needs in her present crisis is a man, and when I say a man I mean a man that is to be trusted with the reins of government."

"When it was suggested by the writer that China, divided and subdivided as it is, with so many interests, one pulling against the other, and without a universal language (save Mandarin, and that only spoken among the highly educated classes), our informant answered: "All that the greater population of China needs is a man to lead up to them. They are 'squeezed' by the Tuhats of the Provinces, they are almost broken into their own paddy fields (and the most sacred) by petty officials, and it is not to be wondered at that the matter should come to a crisis."

"I am a Chinese, by all means, and am not ashamed of it, but I am very frank to say that under the present circumstances it seems to me that being of any other nationality would be preferable. We are trapped on many sides; in Mongolia, England in Tibet, the French, and the Germans; all want what you would call, 'slices' of us. It is no easy way to pick a 'dead chicken'."

Yuan Shih Kai's explanation of the attitude that he has taken is abrupt and to the point. The message was translated for the writer yesterday by a Chinese. It says: "In order to clear the trouble in southern China I must first kill the Tuhats."

From other sources of information we know that "Yuan Shih Kai" is the Kuo Shing Tong and Yuan Shih Kai had rather do away with the "root" (if possible), than to waste thousands of lives by actual fighting.

The representatives of the "China Mail" were authoritatively informed yesterday that Yuan Shih Kai is doing everything that lies within his power to break up the Kwang Ming Tong.

It was offered the leaders positions that imply remuneration (and not small ones) he has tried every available method but so far without success. He is further understood that about 700 Sun Yat Sen attempts to kill him.

Of China again Yuan Shih Kai, that his life would not be worth an instant's life insurance!

On the other hand, the writer was given a copy of this: "I will punish Yuan Shih Kai! You do not know him! Not in the sense of rulership, but I will teach him how to behave!"

(Signed) CHAN KWONG MING.

LATEST NEWS FROM
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It was offered the leaders positions that imply remuneration (and not small ones) he has tried every available method but so far without success. He is further understood that about 700 Sun Yat Sen attempts to kill him.

Of China again Yuan Shih Kai, that his life would not be worth an instant's life insurance!

On the other hand, the writer was given a copy of this: "I will punish Yuan Shih Kai! You do not know him! Not in the sense of rulership, but I will teach him how to behave!"

(Signed) CHAN KWONG MING.

LATEST NEWS FROM
CANTON.EX-GOVERNOR AND
EX-VICE-ROY DISAPPEAR.PIRATE CHIEF'S
INTENTIONS.Interesting Facts about Wong
Wo Shang, Pirate Chief.

(From Our Special Representative.)

PIRATES TO ASSIST PRESIDENT YUAN.

CANTON, August 4.

The old Pirate Chief, Wong Wo Shang, who is at the present in Peking, sitting as Military-Advisor to Yuan Shih Kai regarding military affairs in South China has through his representatives here in Canton been busy recruiting his old forces and at the present time they have assembled 5,000 men at Suikwan fully armed and with 1,000 rounds per man, under the leadership of Tsung Chi Hing, and near Shek Lung, Kwan Yam Poo has 1,100 men fully armed and near San Shui, Lei Fong has 1,200 men fully armed, and Young Man Poo who is up the West River, has 800 more with rifles, but with a small quantity of ammunition.

One of the Po On Steamship Co.'s boats that was taken by Leung Chi Kwong, is now en route to Wuchow for additional ammunition for Yuan.

These pirates are under strict orders that there must not be any looting or disturbances in the districts in their charge under the threat that death will be the punishment for any trouble and they are promised as a reward that they shall be appointed as the army to protect the districts that they have been pirating since last few years.

Chan Kwong Ming sent 500 men up the Three Provinces Railway to-day arrived with quick firing guns, and the Railway company have sent the men were bound for Sam Shui to reinforce the present troops.

FLIGHT OF CHAN KWONG MING.

The situation in Canton remained unchanged yesterday, as far as outward appearances were concerned, until the reports got abroad that the Tuhats had unexpectedly left the Yamen and fled, apparently to Hongkong, though of that our correspondent could obtain no definite knowledge.

The main point is, however, that he has gone, and in consequence the Chinese are more upset than ever feeling that there is nothing left for them to do but to turn over on their backs, whipped up by fashion, to the invaders from the North, and to make the best terms that they can. Your correspondent had an interview yesterday with a Chinese official, who for "political" reasons, wishes his name to be withheld, who said, after reading the account of Cantonese affairs in the "China Mail" of Saturday: "Yes, you are quite right about Sun Yat Sen having been forbidden to land in Hongkong, and this is not to be wondered at! Sun is nothing but a man who has great possibilities in China but who has done nothing but talk about them. What China needs in her present crisis is a man, and when I say a man I mean a man that is to be trusted with the reins of government."

"When it was suggested by the writer that China, divided and subdivided as it is, with so many interests, one pulling against the other, and without a universal language (save Mandarin, and that only spoken among the highly educated classes), our informant answered: "All that the greater population of China needs is a man to lead up to them. They are 'squeezed' by the Tuhats of the Provinces, they are almost broken into their own paddy fields (and the most sacred) by petty officials, and it is not to be wondered at that the matter should come to a crisis."

"I am a Chinese, by all means, and am not ashamed of it, but I am very frank to say that under the present circumstances it seems to me that being of any other nationality would be preferable. We are trapped on many sides; in Mongolia, England in Tibet, the French, and the Germans; all want what you would call, 'slices' of us. It is no easy way to pick a 'dead chicken'."

Yuan Shih Kai's explanation of the attitude that he has taken is abrupt and to the point. The message was translated for the writer yesterday by a Chinese. It says: "In order to clear the trouble in southern China I must first kill the Tuhats."

From other sources of information we know that "Yuan Shih Kai" is the Kuo Shing Tong and Yuan Shih Kai had rather do away with the "root" (if possible), than to waste thousands of lives by actual fighting.

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THE CHINA MAIL.

TUESDAY, AUGUST 5, 1913

THE CHINA MAIL

SHIPPING

NOTICES TO CONSIGNEES

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR LOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamer from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DELTA	Aug. 16	MONSIEUR	Sunday Sept. 14	Saturday Sept. 20
ARCADIA	Aug. 30	MACEDONIA	Saturday Sept. 27	Friday Oct. 3
DEVANHA	Sept. 13	MALVA	Oct. 11	Oct. 17
ASSATE	Sept. 27	MOLITAN	Oct. 25	Oct. 31
CHINA	Oct. 11	MORRA	Nov. 8	Nov. 14
DELTA	Oct. 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON 248.5 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due Marseilles	Due London
SIMLA	August 20	Sept. 12	Sept. 21
NAMUR	August 27	Sept. 19	Oct. 6
NANKIN	September 3	Oct. 2	November 13
STANZA	September 17	Oct. 16	November 27
NORSE	October 1	Nov. 19	December 11
SULE	October 15	Dec. 3	December 24
SUMATRA	November 12	Dec. 16	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARE TO LONDON 250.0 SINGLE 282.0 RETURN.

1st SALOON 238.0 2nd 257.4

All Passenger Steamers fitted with the Marconi System of Wireless Telegraphy.

For further particulars apply to E. A. HEWITT, Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN		11th August, at 7 A.M.
MARSEILLES, via Ports-Aux-Indes	AMAZONE	Girard	12th August, at 1 P.M.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 30 hours away from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to de BUSSIERRE, Act. Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK, AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (OR).

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. SCANDIA	S.S. PREUSSEN
S.S. SENEGAMBIA	S.S. HANNOVER
S.S. UCKERMARK	S.S. BERNHARD
S.S. LIBERIA	S.S. SAXONIA
S.S. ARADIA	S.S. SILESIA
	S.S. UCKERMARK

For further particulars apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINE STEAMSHIP Co.

Ship	Tons	Agent	For	Sailing Date
ZAVIRO	4,000	J. B. Murray	Manila, Mangrove, Cebu & Iloilo	Wednesday, Aug. 6, at 4 p.m.
RUBI	4,000	J. B. Murray	Manila, Mangrove, Cebu & Iloilo	Friday, Aug. 15, at 4 p.m.

Electric Light and Fan in every Cabin. Compliment Stewards carried.

For freight or Passage, apply to Sheehan, Tomes & Co., General Managers.

THE BANK LINE, LIMITED. (ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.O., SEATTLE AND TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

From HONGKONG. Connecting with For Rates and further information, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates of Freight or Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Calling at KIELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.

These Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

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FOR BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

For MOJI, KOBE & YOKOHAMA.

For ANPING & TAKAO via SWATOW & AMOY.

For CANTON.

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For CANTON.

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government.

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

RAILWAY FARES Trieste-London.

TO SHANGHAI.

TO KOBÉ via SHANGHAI, YOKOHAMA.

SS. VORWAERTS, 1200 tons, will leave as above about August 6.

SS. AFRICA, 8740 tons, will leave as above about August 6.

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H. A. L. Steamship BELORAVIA.

Optional Cargo will be carried on unless notice to the contrary be given 10 days before the date of sailing.

All Claims must be presented within 10 days of the date of arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship DENVER.

Consignees of cargo are hereby informed that all goods are being landed at this risk into the Godowns of the Hongkong & Shanghai Wharf & Godown Company, Limited, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 30, 1913.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

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Consignees of cargo are hereby informed that all goods are being landed at this risk into the Godowns of the Hongkong & Shanghai Wharf & Godown Company, Limited, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

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THE CHINA MAIL

COMBINED COLOURED TYPHOON MAP & GUIDE

showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents

From the CHINA MAIL Office.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship AMBRIA.

Optional Cargo will be carried on unless notice to the contrary be given 10 days before the date of sailing.

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WATERY ECZEMA ON HEAD AND FOREHEAD

MacEwen, Frickel & Co.

THE

1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383</
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[illegible]

1973	148	Per Year
1974	140	Prime
1975	80	Regist.
1976	10	Regist.
1977	77	Letters
1978	73	CHANGE
1979	93	UNIT
1980	97	HOLO
1981	97	THAL
1982	97	Per Cap
1983	97	Aug.
1984	97	Regist.
1985	97	Regist.
1986	97	(High)
1987	97	to 100
1988	97	Value
1989	97	
1990	97	
1991	97	
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2099	97	
2100	97	

[illegible]

Pulpes et Papier	10,000	100
Tonks	10,000	100
and Foundry Co., Ltd.	10,000	100
Tramway Co., Ld.	10,000	100
AN COMPANY		
Co., Limited	10,000	100
in London	yes	100

Amount Paid, Interest

2nd 700,000 100 1000 2 100

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